

BALLARD DISTRICT COUNCIL
Wednesday, October 9, 2013
Ballard Library - 5614 22nd NW
(Free parking below building - accessed from NW 56th)
7:00 PM

Chairperson: Catherine Weatbrook

AGENDA

7:00 Introductions & Short Announcements - please hold announcements to not more than one min.

7:10 A Conversation with our 36th District State Representative Reuven Carlyle

7:35 Debate - proposed City charter Amendment 19

Electing seven members of Seattle City Council by District

Yes – Faye Garneau, Districts Now

No - Margie Rhodes, Choices Not Districts

7:55 A Chat with City Councilmember Sally Bagshaw

Sally chairs the Council's Parks and Neighborhoods Committee, and is vice-chair of the Committee on Housing, Human Services, & Health. She also serves on the Council's Libraries, Utilities and Seattle Center Committee and the Special Committee on Alaskan Way Viaduct and Seawall Replacement Project and Central Waterfront Planning.

8:15 Staff Report, Rob Mattson

- New SPD North Precinct Station

8:20 Annual Election of Ballard DC Officers – Report from Nominating Committee, Catherine Weatbrook
SLATE.

President – Kirk Robbins, 36th District Republicans

VP - Joe Wert, Olympic Manor Community Club

At Large – Jim Doub, Shilshole Bay Liveaboard Association

At Large – Jody Grage, 36th District Green Party

Nominations will also be accepted from the floor.

Discussion & Vote

8:25 Executive Committee Report, Catherine Weatbrook

- Ballard CSO Control Project Advisory Committee

- Proposed BDC comment – Ballard to Downtown High Capacity Transit Study (see draft below)

Discussion & Vote

8:30 Adjourn

Notes:

For more information or to share your ideas about projects and issues contact
Ballard District Council staff Rob Mattson at 684-4051 rob.mattson@seattle.gov
or any member of the Council's Executive Committee:
Catherine Weatbrook, President, catherine.weatbrook@gmail.com
Joe Wert, VP, joe.wert@comcast.net
Michelle Rosenthal, michelle@verislawgroup.com
Kirk Robbins, gnoloo@msn.com

For more information about Ballard and the Ballard District Council go to

www.ballarddistrict.org

Ballard DC Draft Comment on Ballard to Downtown High Capacity Transit Study

Ballard has famously exceeded all its official growth targets in recent years, but governments' concurrent obligations to provide supporting structure and services has been uneven. Perhaps the most significant laggard has been transportation. Ballard's recent experience with the misnamed "Rapid Ride" has famously disappointed transit riders, as documented in our recent on-line survey [HERE](#). So we welcome any effort to bring improved transit service to our neighborhood, and appreciate the opportunity to comment on the eight alternatives and the issues they raise.

Two of the alternatives would install a terminus at NW 85th St. and 24th Ave. NW. We oppose this idea. A few months ago that intersection was on a map of "transit communities" by the Planning Commission but was removed by the City Council because it is well outside of our two urban villages. That intersection should also be removed from your consideration until (if ever) its stakeholders are involved in some serious neighborhood planning process.

Another alternative calls for at-grade service on 15th Ave NW north of Market Street. 15th has always been crowded and recent "improvements" have exacerbated. A dedicated single-purpose lane for one mode -- *any* mode -- on 15th NW would impede all other modes on 15th, with concomitant impacts on freight mobility and air pollution.

Ballard residents and businesses are acutely aware of the need to improve crossings of the ship canal. We are skeptical that a high fixed bridge of 140 feet is feasible for geographic and financial reasons, but a 70 foot span could be most helpful. We are told that 70%-90% of Ballard Bridge raisings would be unnecessary were we served by a 70 foot bridge. We trust that this option can be explored further (in part for better data). The current configuration blockades traffic in Ballard and Interbay, impeding movement on one of the region's primary freight and passenger routes. A higher drawbridge available to all would remove this choke-point, and might invite other funding sources.

Single-purpose tunnels and elevated structures will waste what should be an opportunity to benefit all modes of transportation. Ballard is a mixed neighborhood, perhaps the most eclectic combination of industry, retail, and residential uses in the region. Any "solution" which ignores this reality by favoring some at the expense of others will not be favored here.

We wish to thank the staffs of SDOT and Sound Transit for their impressive outreach efforts. We look forward to working more closely with you as choices are narrowed.